

CHINA

THE

MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

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VOL. XXXIII. No. 4264. 號一月三年七七百八千一英

HONGKONG, THURSDAY, MARCH 1, 1877.

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

London:—F. ALGAR, 8, Clement's Lane, Lombard Street, George Street, 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E. C. BATES, HENDY & CO., 4, Old Jewry, E. C. SAMUEL DEACON & CO., 150 & 164, Leadenhall Street.
NEW YORK:—ANDREW WIND, 183, Nassau Street.
AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, Melbourne and Sydney.
SAN FRANCISCO and American Ports generally:—BEAT & BLACK, San Francisco.
CHINA:—SWITZER, QUINLON & CAMPBELL, Amoy, WILSON, NICHOLLS & CO., Foochow, HEDGES & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Manila, C. HENRICK & CO., Macao, L. A. DA GRACA.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars.
RESERVE FUND, \$500,000 Dollars.

Court of Directors.

Chairman—H. HOPFLIN, Esq.
Deputy Chairman—F. D. SASSOON, Esq.
AD. ANDRE, Esq. A. MOYER, Esq.
E. R. BELLING, Esq. S. W. POMERROTH, Esq.
Hon. W. KESWICK. ED. TOBIN, Esq.

Chief Manager:—THOMAS JACKSON, Esq.
Manager:—Ewen CAMBON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED
ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " " 4 per cent. " "
" 12 " " 5 per cent. " "

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, February 15, 1876.

Auctions.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sale Room, Praya Central, on

FRIDAY,

the 2nd March, 1877, at Noon,—
Merino and Lambswool Socks, Tooth Brushes, Paint Brushes, Sailor's Knives, Flannel, Towels, Dark and Light Oak Color Paint, Varnish.

Also,

25 boxes Fresh California Apples.
5 " Dried do. Fruits.

And,

On account of the S. S. "Oceania," 5 cases Perrier Joutet & Co.'s Champagne.
5 " Geisler & Co.'s do.
4 " Heidsieck's do.
64 Blue Serge Shirts.

28 pairs do. Pants.
59 " White Duck Pants.

13 Jerseys.

244 tins Assorted Meats and Soups.
do., do., do.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7. The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

Hongkong, February 27, 1877. mc2

FURNITURE SALE.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, on

MONDAY,

the 5th March, 1877, at 2 o'clock p.m., at Brooks' Cottage, the Residence of GEO. ARBEE, Esq.

The whole of his HOUSEHOLD FURNITURE, comprising:—Dining-room, Sitting-room, and Bed-room Furniture.

Catalogues of which will be issued.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

Hongkong, February 26, 1877. mc2

Auctions.

POSTPONEMENT OF SALE. PUBLIC AUCTION.

THE Undersigned has received instructions from Dr. GEO. DODS, to sell by Public Auction, on

FRIDAY,

the 2nd day of March, 1877, at 12 o'clock Noon, at his Residence, 2, College Gardens,—

The whole of his HOUSEHOLD FURNITURE, consisting of: Drawing-Room Furniture in Walnut, made by Whittocks and Finlay of Edinburgh; Dining-room Furniture in Mahogany, by Finlay of Edinburgh; Brussels Carpets, Pictures, Glass-ware, Crockery, Bed-room Furniture, Books, Wines, &c.

A Semi-Grand PIANO, by Collard and Collard.

A SEWING MACHINE for Hand or Foot, by Singer.

A JARDINIERE, by Morris of London.

LOBBY FURNITURE, in Black-wood.

And,

One Parlour BILLIARD TABLE, with Balls, Cues, &c., complete.

LOBBY FURNITURE, in Black-wood.

And,

One Parlour BILLIARD TABLE, with Balls, Cues, &c., complete.

At 3 p.m., by order of Sir John Smale, One Four Wheel CARRIAGE, for one or two Ponies, Davis, Long Acre, London, Builder, with Double Harness.

One Four Wheel BASKET CARRIAGE, for one or two Ponies, Arlott & Co., Paris, Builders, with Double Harness.

And,

1 Gentleman's SADDLE Complete.

1 Lady's SADDLE do.

1 DONKEY.

Catalogues will be issued, and the whole to be on view on and after THURSDAY, the 1st March.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All lots, with all faults and errors of description, at Purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, February 19, 1877. mc2

PUBLIC AUCTION.

LAND AND PROPERTY.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, on

SATURDAY,

the 10th March, 1877, at Noon, on the Premises (unless previously disposed of by Private Sale),—

A Portion of that Piece or Parcel of GROUND, registered in the Land Office as Inland Lot No. 174, abutting on the North side thereof on a Close registered in the Land Office as Inland Lot No. 170, and measuring thereon forty-five feet, on the South side on the remaining portion of Inland Lot No. 174 and measuring thereon forty-five feet on the East side thereof on Peel Street, and measuring thereon twenty-nine feet, and on the West side thereof on Staveley Street and measuring thereon twenty-nine feet, which said Piece or Parcel of Ground contains in the whole 1317 square feet and is known as No. 3 Peel Street, together with the three-storied TENEMENT or DWELLING HOUSE erected thereon.

Annual Crown Rent, \$15 56.

TERMS OF SALE.—One-half of the purchase money to be paid on the fall of the hammer, and the balance on completion of the Deed of Transfer, the expenses of which to be paid by the Purchaser.

The Property to be at Purchaser's risk on the fall of the hammer.

For further Particulars, apply to

LANE, CRAWFORD & Co.,

Auctioneers.

Hongkong, February 26, 1877. mc10

POSTPONEMENT OF SALE.

PUBLIC AUCTION.

THE Undersigned has received instructions from Rev. R. H. KIDD to sell by Public Auction, on

MONDAY,

the 12th day of March, 1877, at 2 o'clock p.m., (instead of the time previously advertised), at his Residence, Albany Road,—

The whole of his Household FURNITURE, &c., comprising:—Drawing, Dining and Bedroom Suites, Sofas, Chairs, Easy Chairs, Mirrors, Tables, Pictures, Sideboard, Whatnots, Glass and plated Ware, Crockery Ware, Bedsteads, Wardrobes, Toilet Tables and Glass, Washstands, &c., &c.

Catalogues will be issued, and the whole to be on view on and after Saturday, the 10th March.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at Purchaser's risk on the fall of the hammer.

Hongkong, February 26, 1877. mc12

POSTPONEMENT OF SALE.

PUBLIC AUCTION.

THE Undersigned has received instructions from Dr. GEO. DODS, to sell by Public Auction, on

MONDAY,

the 5th March, 1877, at 2 o'clock p.m., at Brooks' Cottage, the Residence of GEO. ARBEE, Esq.

The whole of his HOUSEHOLD FURNITURE, comprising:—Dining-room, Sitting-room, and Bed-room Furniture.

Catalogues of which will be issued.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at Purchaser's risk on the fall of the hammer.

Hongkong, February 26, 1877. mc12

Intimations.

MacEWEN, FRICKEL & Co.

ARE NOW LANDING AN INVOICE OF

ROUYER GUILLET & CO.'S CELEBRATED BRANDY.

This BRANDY is well known in England, the Colonies, and India.

The Firm possess Six Vineyards and Six Distilleries, and are amongst the largest shippers from Charente.

Qualities One *, Two **, Three ***, and Four ****, in Cases of One Dozen Quarts.

Also,

POMMERY & GRENO'S "EXTRA SEC." CHAMPAGNE,

in Quarts and Pints,

As supplied to the principal London Clubs.

Hongkong, January 5, 1877. [apb]

WANTED.

A DISPENSER.
APPLY BY LETTER ONLY.
ADDRESS: "K," o/o the China Mail Office.

Hongkong, February 28, 1877. [apb]

NOTICE.

NEITHER Captain FORBES nor the AGENTS or OWNERS of the American Barque "GARIBOLDI" will be RESPONSIBLE for any DEBTS contracted by the Crew.

JARDINE, MATHESON & Co., Agents.

Hongkong, February 28, 1877.

NOTICE.

THE MEDICAL HALL, 37, Queen's Road, Hongkong.

ESTABLISHED 1853.

TH. KOFFER, Proprietor.

Hongkong, April 28, 1876. [apb]

THE CHINESE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the Sixth Ordinary MEETING of the SHAREHOLDERS of the above Company, will be Held at the Head Office, Victoria, Hongkong, on FRIDAY, the 2nd March, 1877, at 3 o'clock p.m., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts, to 31st December, 1876.

The Transfer BOOKS of the Company will be CLOSED from the 16th February to the 2nd March, both days inclusive.

By Order of the Board,

OLYPHANT & Co., General Agents.

Hongkong, January 28, 1877. mc2

NOTICE.

LANE, CRAWFORD & Co. propose to hold their usual Sale of

HORSES, PONIES, AND CARRIAGES,

&c., &c., &c.

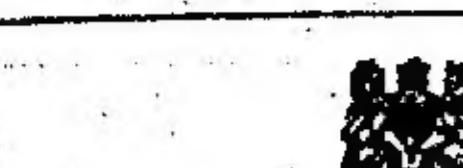
On MONDAY, the 5th March, 1877. Parties wishing to have any Lots included in the Sale will please send in particulars as soon as possible.

RUSSELL & Co., Agents.

Hongkong, February 5, 1877. mc5

HONGKONG & SHANGHAI BANKING CORPORATION.

To-day's Advertisements.



NAVAL & MILITARY ATHLETIC SPORTS.

WITH Kind Permission of H. E. Major-General the Hon. Sir F. Colborne, K.C.B., and H. E. the Vice-Admiral Ryder, and under the Patronage of H. E. the Governor Sir ARTHUR KENNEDY, K.C.M.G., H. E. Vice-Admiral Ryder, and H. E. Major-General the Hon. Sir F. Colborne, K.C.B.

The above Sports will be held
ON THE CRICKET GROUND,
FRIDAY and SATURDAY,
9th & 10th March, 1877.

COMMITTEE :
Commodore G. W. Watson, President.
Lie.-Col. C. A. S. Dickins, Vice-President.
26th Regt.,.....

MEMBERS :
Commander A. L. DOUGLAS, R.N.
H. SALMOND, R.N.
Lieut. W. S. P. GRAVES, R.N.
J. E. O. GODFREY, R.N.
F. O. PIKE, R.N.
Lieut.-Col. HALL, R.A.
Major BURTON, R.E.
Dep. Com. BAKER, Commiss. Dept.
Asst. KIRKAWAGH, Ord. Dept.
Dr. WILSON, Medical Dept.
W. HYMES, Esq.

PROGRAMME:

- 100 Yards Flat Race, 1st, \$7.00; 2nd, \$3.50; 3rd, \$1.75.
- 440 Yards Flat Race, 1st, \$7.00; 2nd, \$3.50; 3rd, \$1.75.
- 880 Yards Flat Race, 1st, \$15.00; 2nd, \$7.00; 3rd, \$3.00.
- 1 Mile Flat Race, Open, 1st, \$15.00; 2nd, \$10.00; 3rd, \$6.00; 4th, \$2.50.
- 1 Mile Flat Race, Open to Men of the Garrison, Presented by W. M. Morgan, Esq., 1st, \$10.00; 2nd, \$6.00; 3rd, \$2.50.
- 1 Mile Flat Race, Open to Sailors and Marines, 1st, \$10.00; 2nd, \$6.00; 3rd, \$2.50.
- 2 Miles Flat Race, 1st, \$15.00; 2nd, \$10.00; 3rd, \$5.00; 4th, \$2.50.
- High Jump, 1st, \$5.00; 2nd, \$2.50.
- Wide Jump, 1st, \$5.00; 2nd, \$2.50.
- 120 Yards Hurdles, 10 Flights, 1st, \$7.00; 2nd, \$3.50; 3rd, \$1.75.
- Boys' Race, 220 Yards Flat Race, 1st, \$4.00; 2nd, \$2.00; 3rd, \$1.00.
- Veteran Race, 300 Yards Flat Race For Men of 17 Years Service and Over, 1st, \$7.00; 2nd, \$3.50; 3rd, \$1.75.
- 300 Yards Flat Race.—Heavy Marching Order—Open to Soldiers and Marines, 1st, \$10.00; 2nd, \$6.00; 3rd, \$2.50.
- 200 Yards Flat Race.—Heavy Marching Order—Open to Blue Jackets, 1st, \$10.00; 2nd, \$6.00; 3rd, \$2.50.
- Three-Legged Race, 1st, \$4.00; 2nd, \$2.50; 3rd, \$1.75.
- Wheel Barrow Race, 1st, \$3.00; 2nd, \$2.50; 3rd, \$1.75.
- Water Bucket Race, 1st, \$3.00; 2nd, \$2.50; 3rd, \$1.75.
- Throwing the Cricket Ball, 1st, \$5.00; 2nd, \$2.50.
- Putting the Shot, 1st, \$5.00; 2nd, \$2.50.
- Throwing the Hammer, 1st, \$5.00; 2nd, \$2.50.
- Sack Race, 1st, \$3.00; 2nd, \$2.00; 3rd, \$1.00.
- Tug of War, 1st, \$10.00; 2nd, \$6.00.
- 300 Yards Flat Race.—Open to Foreign Men of War, 1st, \$10.00; 2nd, \$6.00; 3rd, \$2.50.
- Consolation Race, 1st, \$5.00; 2nd, \$2.50; 3rd, \$1.75.
- Tug of War.—Open to a Single Team from the Army, Blue Jackets and Marines, and Dock-Yard Employés, Prize, \$30.—Presented by the Royal Naval Dockyard.
- 1 Mile Flat Race.—Open to Officers of the Army and Navy, and Members of the Hongkong and German Clubs, 1st, Cup valued \$25.00; 2nd, \$10.00.
- 120 Yards Hurdles.—Open to Officers of the Army and Navy, and Members of the Hongkong and German Clubs, 1st, Cup valued \$25.00; 2nd, \$10.00.

The above Races are open to Men of the Army, Navy and Marines. Entries for each event, 25 cents.

Entries, together with Entrance Fees, to be sent to the Honorary Secretary, by Noon on SATURDAY, 3rd Instant.

Notices as to order of Races will be issued hereafter.

12 Men to represent the competitors in the Tug of War.

Visitors are particularly requested not to pass under the ropes; a Grand Stand will be erected for their accommodation. The First Race to be started at 1 o'clock precisely.

R. S. F. WALKER, 28th Regt., Hon. Secretary.

MURRAY BARACKS, Hongkong, March 1, 1877.

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FOR SWATOW, AMOY & TAIWANFOO.

The Steamer
"HAILOONG".

Captain Abbott, will be despatched for the above Ports on SUNDAY, the 4th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

Hongkong, March 1, 1877.

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COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned, for counter-signature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

R. DU POUEY,
Agent.

Ex 4th, January 11th, 1877.

THC No. 1/2, 2 cases Stores.

GD No. 1, 1 case Paper.

Ex 7th, February 5th, 1877.

D. B. No. 257/270, 14 cases Merchandise.

N. (in diamond), 2 cases Oil.

Ex 4th, February 23, 1877.

CAC No. 1, 1 case Machinery.

Ex No. 160, 1 case Clothing.

Ex W. No. 160, 1 case Perfumery.

Ex 1st, 1 case Hats.

Hongkong, March 1, 1877.

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THE CHINA MAIL.

To-day's Advertisements.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

STAR OF CHINA, British ship, Captain E. B. Blaker.—Douglas Lapraik & Co.

NEHEMIAH GIBSON, American bark, Captain D. Bradford.—Arnold, Karberg & Co.

BONITO, German barque, Captain J. E. Wessberg.—Siemens & Co.

ALDEN BESSY, American barque, Captain S. Noyes.—Rozario & Co.

TYBURUA, British ship, Captain Robt. Golder.—Meyer & Co.

FORMA, German 3-m. schooner, Capt. G. Schweer.—Molchers & Co.

WANDERING MINSTREL, British barque, Captain Wm. Givewright.—Siemens & Co.

MYSTIC BELLE, American ship, Captain David Plumer.—Siemens & Co.

ORANGE GROVE, British barque, Captain A. Longmuir.—Vogel, Hagedorn & Co.

ROSINA, American 3-m. schooner, Capt. C. W. Hansen.—Arnold, Karberg & Co.

TULLOCHGORUM, British schooner, Capt. S. Masson.—Chinese.

SHIPPING.

ARRIVALS.

March 1, Fuyew, Chinese steamer, from Canton.

March 1, Anglo Saxon, British ship, 684, Harrington, Honolulu Jan. 24, Ballast—ORDER.

March 1, E. von Beaulieu, German barque, 335, W. Schneider, Bangkok Dec. 16, General.—BORNEO COMPANY LIMITED.

March 1, TULLOCHGORUM, British schooner, 175, Masson, Haiphong Feb. 5, General.—CHINESE.

DEPARTURES.

Moh. 1, State of Louisiana, for Shanghai.

1. Kashgar, for Shanghai.

1. Douglas, for Coast Ports.

1. Zambezi, for Europe, etc.

1. Brisbane, for Singapore and Australian Ports.

1. Gadsell, for Yokohama.

1. Olympia, for Hoihow.

1. Cheang Hock Kian, for Singapore.

1. H.M.S. Egira, for Yokohama.

1. Chun Tung, for a Cruise.

CLEARED.

Rapid, for Bangkok.

Fujew, for Shanghai.

Adela, for Newchwang.

PASSENGERS.

ARRIVED.

Per Anglo Saxon, from Honolulu, Mr. Alexander, and 7 Chinese.

Per E. von Beaulieu, from Bangkok, Mr. Schulz.

Per TULLOCHGORUM, from Haiphong, 4 Chinese.

DEPARTED.

Per Zambezi, for Southampton, Dr. Davis, R.N., Messrs Macintosh, and D. Thomson; for Bombay, Messrs Surdarker and E. Mohamed.—From Shanghai: for Singapore, Mr. Thos. Jones; for Southampton, Mr. and Mrs. Wade and family, and Mr. T. Jones.

Per Kashgar, for Shanghai: from Southampton, Mr. Baldwin; from Galle, Mr. Weinhold; from Hongkong, Messrs Hunter, Court, A. McLeod, Karamee, Leslie, McMeiles, Albert, Lucas, W. H. Forbes, H. de C. Forbes, Mrs. Marshall, and Miss Clarke.

Per Brisbane, for Brisbane, H. E. Sir A. Kennedy, Miss Kennedy, maid servant and 8 Chinese servants, Miss Banks, Capt. O'Callaghan, and 64 Chinese steerage, For Melbourne, Mr. Francis, and 4 Chinese.

Per Olympia, for Hoihow, 10 Chinese.

Per Cheang Hock Kian, for Singapore, 181 Chinese.

TO DEPART.

Per E. id., for Bangkok, 20 Chinese.

Per Fuyew, for Shanghai, 150 Chinese.

SHIPPING REPORTS.

The British schooner TULLOCHGORUM reports: Strong N.E. winds all the way.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For MANILA.—

Per BUTUAN, at 11.30 a.m., on Friday, the 2nd March.

For BANGKOK.—

Per PERNAMBUCO, at 11.30 a.m.

To-morrow, the 2nd inst.

For AMOY & MANILA.—

Per SALVADORA, at 1.30 p.m., on Friday, the 2nd March.

For AMOY.—

Per ZAMBOANGA, at 4.30 p.m., on Friday, the 2nd March.

For HAIKONG.—

Per Barque BERTHA, at 5.30 p.m., on Saturday, the 3rd March, instead of as previously notified.

For SAIGON.—

Per GUNGA, at 4.30 p.m., on Saturday, the 3rd inst., instead of as previously notified.

For SWATOW, AMOY AND TAIWANFOO.

The Steamer
"HAILOONG".

Captain Abbott, will be despatched for the above Ports on SUNDAY, the 4th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

Hongkong, March 1, 1877.

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MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet OCEANIC

will be despatched on SATURDAY,

the 3rd March, with Mails for

Japan, San Francisco, the United

States, and London, which will be

closed as follows:—

2 p.m.—Registry of Letters ceases.

2.30 p.m.—Post-Office closes.

2.30 p.m.—Correspondence for Japan or the

United States only may be

posted on board the Packet

With Late Fee of 12 cents

extra Postage until

2.30 p.m. when the Mail is finally closed.

taking up his new appointment has given rise to the report in Hongkong, or it may be that the report is a precursor to the appointment being cancelled and Mr. Plunket desired to remain in the Straits. He is not to blame for the delay in proceeding to Hongkong. He has been detained by important duty in Perak. He may be said to have done nearly all the work of the Commission appointed to inquire into the circumstances of Mr. Birch's murder. He was, we believe, mainly instrumental in getting up the evidence against the Maharajah Lelah and his accomplices, and making out the case against Sultan Abdullah and other Chiefs. It may occur to an ordinary mind to ask why Mr. Plunket should be promoted to Hongkong or leave the Straits at all. He has spent the best years of his life here, knows the natives thoroughly and they know him, and one would have thought that the services of a man of his local experience and knowledge would have been deemed invaluable and prized accordingly by the authorities here and at home. One would imagine that with the present dearth of officials of experience, caused by absence on leave for health, by retirements, and resignations, with the desperate expedients for working the executive departments in barely respectable fashion, and notably with the present strain upon the strength of the most important departments of all, the Police and the Magistracy both in criminal and civil capacities, the presence of a man like Mr. Plunket, who has been conversant with these departments all his life, would have been welcome as rare in a paroched land, and not only claimed but insisted upon. But the ways of the Colonial office are inscrutable and not as the ways of ordinary mortals, and the result to this Colony, so far as its experience has yet gone, has been constant, never-ending turmoil and change in its civil service, to the undoubted detriment of the public interests, and, if all we hear is true, to the discontent and dissatisfaction of all in the service itself.

The Philippines.

(From the *Manila Papers*)

The "Manila Club" was inaugurated, on Saturday, the 17th February, with a splendid banquet.

The German steamer *Cassandra* left Manila for London via Singapore on the 20th February.

The entries for the Race meeting of 1877 closed on the 18th February. There are, altogether 32 horses to compete this year, of which 17 are newly introduced and will run for the first time. There are thirteen prizes, viz.—Copa de los Novatos, Copa de Filipinas (The Philippines Cup), Gran Copa de Manila (The Great Manila Cup), Copa del Derby (The Derby Cup), Copa de Velocidad (The Velocity Cup), Copa Disputada (The Challenge Cup), Copa de los Socios (The Members' Cup), Copa Celestial (The Celestial Cup), Copa de Luzon (The Luzon Cup), Premio de la Belleza (The Ladies' Purse), Copa de Prueba, and Premio del Consuelo (The Consolation Stake).

The Government will impose a tax of one cent per pound on beef or pork flesh issuing from the slaughter house, towards defraying the expenses of introducing a water-supply into Manila. The tax will soon come into force.

The importation into the Philippines of gold coins during the first fortnight of February amounts to \$162,591.65, and that of silver coins is only \$118. The exportation during the same period is \$7,000 in silver coins.

Extensive preparations are being made for the reception of the new Governor-General of the Philippines, Señor Morones. Programmes and the order for the public reception are published in different local papers for general information. Señor Miguel Puig y Llagostera was deputed to hand the new Governor the key of the City in a silver basin.

Four prisoners were sent to Nueva Ecija on the morning of the 10th February, to be executed, after being duly tried and sentenced by the competent tribunal for their crime.

Two pairs of eye-teeth of elephants were brought the other day from British India, the value of which is about \$600. One of the two pairs is of unusual magnitude, and weighed 74 kilograms. Both pairs gave a total weight of 108 kilograms.

A Chinaman was suspected of incendiarism for having been found near a house in flames in the district of Tondo. He will be severely dealt with if found guilty.

The German barque *Humboldt*, and the French barque *Charité*, are both loading timber for Hongkong, the former by Mr. Henry G. Brown, at the province of Ilyebas, and the latter by Mr. Charles German, at the island of Tablas.

A most disastrous boat accident took place at Laguna. The boat while sailing in the river, was suddenly capsized by a strong breeze, and of the eighteen lives on board, only three were saved.

Vessels Loading at Manila, on Feb. 23.—
Edith for New York, Nordia for Malta, Marivio for Singapore, San Lorenzo for Hongkong, and Lodoga for New York.

CHINA AFFAIRS AT HOME.

(From Our Own Correspondent)

London, Jan. 18, 1877.

H. E. Sir Thomas Wade is at present in London, presumably awaiting the arrival of the Chinese Ambassador, who is expected to reach England on Sunday next, 22nd inst. Up to the present, no definite information has been obtainable either official or private as to the probable steps that will be adopted when Kuo-tah-jen and his colleague arrive. It is quite clear that our representatives have received instructions to treat the Embassy with due respect at the various places where they have touched. They were received with all proper honours both at Malta and Gibraltar, and no doubt on their arrival at Southampton, every courtesy demanded by international custom will be extended to them.

All this of course is only right and proper,

but it by no means follows that the present Mission will find that it has so easy a task as that which fell to the lot of the Burlingame Mission, or even to the Chung How Embassy. I heard in a quarter which ought to be very well informed that even now there is some doubt whether the Embassy will be received in any other form than for the especial object with which it was originally appointed, that, namely, of making an apology. I take this statement with some reservation, as I happen to know that it originated in a direction where the wish might be father to the thought; but some probability is lent to it from the last blue book which has been issued with reference to the Margary affair. It gives no report from the Hon. Mr. Grosvenor, though it is well known that he has sent one in. Surely it would be thought that at the present stage of matters this report would be given to the public through Parliament, and its bearing cannot be without some good reason. The most likely explanation is that the Government have determined to ask the Chinese Ambassadors one or two questions with regard to it, and desire to publish the report and answer that may be given to such questions simultaneously. I am strongly of opinion, both from what I hear and what has already been published in the Blue Books, that His Excellency Kuo will be rather astonished when he gets face to face with Lord Derby. He will certainly have to do a good deal more than merely getting round our two easy officials by a little Chinese blarney, as has been done so successfully before. Lord Derby on two or three distinct occasions instructed Sir Thos. Wade not to bind Her Majesty's Government in any way before they had received Mr. Grosvenor's report. Whatever that report was it is now known to be altogether unsatisfactory; and presuming that Sir Thos. Wade has carried out his instructions, the negotiations with respect to the Margary business are not yet concluded, but the most important point still remains to be settled. It is not to be supposed that under the circumstances the Government will be ready to at once accept any kind of apology which the Chinese Ambassador may see fit to offer.

A long rigorous account of the coming "Chinese Embassy to Great Britain" has appeared in the *Standard*—I should think supplied by some gentleman connected with the Mission itself. The writer gives the whole of the credit of obtaining the cessation of the right of audience to the Japanese Ambassador. Certainly this is something as it was usually thought that the chief credit in regard to this was due to Sir Thos. Wade. The article is worth quoting on this point, as it places an important matter in a somewhat unexpected light; and has decidedly the effect of making the foreign representatives at Pekin look remarkably small—“The causes which have brought about this change of policy have occurred only within the last two or three years. During the invasion of Formosa by the Japanese, in 1874, an astute diplomat, named Soysthama, was despatched to Peking for the purpose of negotiating a treaty between Japan and China, besides an indemnity before withdrawing the forces. This ambassador was accompanied by a suite of officials, and backed by a squadron of iron-clad men of war. When he reached Peking he announced that he had an autograph missive from his august master, the Mikado, which he was bound to deliver personally to the Chinese Majesty and demanded an audience of his Emperor. As usual the Chinese functionaries tried to put him off with a sham *ko-to-wa* to the 'Dragon Throne,' but he was not going to be treated in that manner, and showed such a bold front that the Chinese Government got frightened at the prospect of hostilities with Japan, and granted the audience, with a promise that an ambassador should be sent to Yedo. Through this vigorous policy the British, French, and other resident Ministers at Peking obtained audiences. The result was that numerous memorials were addressed to the throne by eminent statesmen advocating a change in this part of the foreign policy of the Government,” &c., &c.

The most curious part of this effusion is the allusion which is made to the ladies accompanying His Excellency. The writer says:—

“Regarding the composition of the embassy and equipment of its members, we are told by the press in Shanghai not to expect anything grand, or commensurate with the pretensions of the 'Celestial Empire.' On the contrary, it will be inferior in outward show to any of the Japanese, Burmese, or Siamese embassies to England, some of which were got up, according to the theatrical phrase, 'regardless of expense.' But China, like some other Eastern nations, is at present in an impetuous condition, and only a moderate allowance can be spared from the imperial exchequer to maintain Kwoh Sung-tao, his suite, and attendants. Indeed, it would appear that one of the qualifications recommending him to the post is his study of economy, which does not affect in the slightest degree his reputation as a man of probity, belonging to an official class where corruption is the rule. Nevertheless, being a family man of strong domestic feelings, he has resolved on going to the expense of bringing two of his wives of the second degree with him—the supreme lady of his household having recently departed this world to join the shades of her ancestors; so that, in all probability, two real Chinese ladies may be presented to the Queen at the Court of St. James.”

The economy of the Ambassador does not very much matter, but who tell me who—parody the Scotch song—are the two ladies who it is proposed, should be presented to the Queen? It is rather a comic idea according to our notions to present two “wives” of any given man to a lady, to say nothing of a Queen; and it is to be only hoped that if any such idea as this is put forward those who are responsible for the management of such matters will take some pains to ascertain a little more about the status of “wives in the second degree” in China generally and those of His Excellency Kuo in particular.

A correspondent of the *Glasgow Herald* J. S. D.—known, I may as well say, to be Dr. Dugdale—writes to recommend energetic young Scots to study Chinese with a view of obtaining suitable employment in China. It is to be hoped that this will not have the same effect as the well-known “El Dorado” article in the *Times*, which some years ago brought scores of men out to Shanghai under the impression that they had only to put in an appearance and at once obtain employment; the result being that one or two of them had to be sent home by the Consul as distressed British subjects.

I hear that the new *Mercurius Maritimus*

CELEBRITIES AT HOME.

CAPTAIN SHAW IN WATLING-STREET.

(Continued.)

In the centre of a vast web, skilfully and patiently woven during the last fifteen years, sits the architect thereof—the benevolent spider whose fly is a fire-fly, North, south, east, and west of him extends to the uttermost limits of the region ruled by the Metropolitan Board of Works—a network well planned, carefully executed, and protected against the possibility of breakage by extraordinary precautions. This telegraphic safety—not, by means of which each station of the Metropolitan Fire Brigade is brought into connection with every other station, and the whole brigade could, if deemed necessary and prudent, be concentrated on any one spot in an incredibly short space of time, is the work of Captain Eyre Massey Shaw, Chief Officer of the Brigade since Mr. Braidwood lost his life on the memorable occasion when the *Thames* was literally set on fire. Since the London has been divided into four great districts, three of which are north of the Thames, London south of the river forming the D district. In the centre of each district is a superintendent in telegraphic connection with every station within its limit, and also with the central office in Watling street, where Captain Shaw sits in his quiet study, far from the din of fire-bells, but perfectly cognizant of the condition of every fireman's post in London—how many men, engines, and horses can be brought together within a few minutes at any given spot.

The organiser of this machinery, which goes rather better than clockwork, is a tall square-shouldered Irishman of some forty-eight years, but with figure so well set up that when in his short jaunty uniform fireman's helmet, and huge jackboots he looks no more than thirty-five—a lithe, active, muscular man, and a skilful wielder of the tomahawk which hangs in his girdle. His very becoming uniform in the outcome of much care and thought and long practical experience. A fireman's helmet, for instance, must fulfil several conditions. It must be strong enough, especially in the “comb,” to resist falling bricks and rafters, and must have a very thick and well-fitting lining. It must also have sufficient peak in front to protect the face without impeding the vision, and behind to shield the neck completely from molten lead. The head also must be protected without interfering with the hearing; and there are many minor details which combine to render the construction of a fireman's helmet a momentous affair. Captain Shaw has at last reached something near perfection, and feels as safe in his helmet when under fire as he can reasonably expect. Tight in the waist and hips, and loose in the shoulders and sleeves, the uniform is an admirable working-dress for men who are perpetually getting in and out of windows, and through the panels of doors swiftly ripped out with the keen tomahawk. When a house is already full of smoke, and the fire is gnawing hungrily at the staircases, there is no time for picking locks or removing doors. Smash goes the tomahawk into a panel, tears it out, and then, head or feet foremost, the fireman plunges into the unknown beyond. So he is truly yet strongly clad from head to heel; for the essence of his work is time; he must be both swift and strong. Fire is not the only element against which he must be protected; for he is apt, and indeed certain, to be drenched with water when at work. As tons of water are hurled at a flaming building, cascades pour down upon the brave fellows working on the lower floors, drenching them to the skin. Captain Shaw, who on “busy nights” is over London from fire to fire, has in a private and particular bedroom of his own—a sort of blue chamber, from which even Mrs. Shaw is excluded—a regiment of uniform to change about with after each particular soaking. All is orderly and methodical. On the floor is a row of jackboots standing erect, shoulder to shoulder, like a well-drilled regiment, and over them hangs raiment without end, all ready to hand at a moment's notice.

But, like all good soldiers and genuine persons of every kind, Captain Shaw is not very fond of wearing uniform. During the day he is to be found in a blue pea-jacket, well thrown back from the broad white collar, under which peeps a black kerchief knotted in sailor fashion. The affection of Captain Shaw for nautical costume is not to be wondered at when we recollect that he was bred and born within sight of the Cove of Cork. While he was studying for the Church at Trinity College, Dublin, he often slipped away for a cruise in his father's yacht; and long before he reached the legal manhood had, like the O'Donnaghues, a boat of his own. The Cork yachtsmen of his day were no dandy dilettante sailors. Every man of them could “bear a hand” anywhere in the ship, and many were the perilous cruises they weathered out, the great increase of their manliness and hardiness. By degree Eyre Massey Shaw came to think that his vocation was not the Church; that, in short, he was born for the sea; but the mercantile marine of that day holding out comparative few attractions as a career, he obtained a communion in the North Cork Rife; and it then by degrees descended upon him that his true calling was that of an admiral of the *Metropolitan Fire Brigade* at the death of Mr. Braidwood. At that time the Brigade was a complicated body, supported mainly by the Fire Insurance office, very weak in numbers and appliances, and without telegraphic communication; here then, was work enough for Captain Shaw, who, like other reformers, was not allowed to carry out his views all at once. Bit by bit he “captured” concessions from the authorities—no longer the Fire Insurance Companies and the county, but the Metropolitan Board of Works—all the Brigade has been brought, numbers excepted, to the high state of efficiency led to his appointment as Chief Officer of the *Metropolitan Fire Brigade* at the death of Mr. Braidwood. At that time the Brigade was a complicated body, supported mainly by the Fire Insurance office, very weak in numbers and appliances, and without telegraphic communication; here then, was work enough for Captain Shaw, who, like other reformers, was not allowed to carry out his views all at once. Bit by bit he “captured” concessions from the authorities—no longer the Fire Insurance Companies and the county, but the Metropolitan Board of Works—all the Brigade has been brought, numbers excepted, to the high state of efficiency led to his appointment as Chief Officer of the *Metropolitan Fire Brigade* at the death of Mr. Braidwood. 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of
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THE S. S. "OCEANIC" will be despatched for San Francisco, via Yokohama, on SATURDAY, the 3rd March, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of 2nd March. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

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Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mita Blah S. S. Company will leave Shanghai, via the Island Sea Ports, about same date, and make close connection at Yokohama.

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FANCY SILKS! We offer about 5,000 yards at 35 cents per yard, (these are more or less soiled); original price \$1.50 and \$2.00 per yard.

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WOOL SHAWLS, MANTLES and JACKETS, Marked very Cheap.

LADIES', Boys' and GIRLS' FELT HATS, Half Price.

FANCY WOOL GOODS, at less than Half Price.

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100 dozen CHILDREN'S WOOL and MERINO SOCKS, all Sizes, at less than Half Price.

Several thousand Yards of VARIOUS REMNANTS, Comprising: FLANNELS, CALICOES, PRINTS, MUSLINS, STUFF GOODS and Other Useful GOODS, are Marked at Prices which must effect immediate Sale.

In order to prevent disappointment, We beg to inform Our Customers and the Public that this Extraordinary, and Unprecedented Sale must close on February 26th.

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Hongkong, July 13, 1871.

NOTICE.

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FROM and after the Chinese New Year's day (February 17, 1871) the Chinese Mail will be issued DAILY instead of twice-weekly as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

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Mr. CHUN AYIN,

Manager.

China Mail Office,

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TO LET.

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